

CARR-1261

Gill Avenue, Hampstead

Summary:

When the Hampstead Railroad Station was first inventoried in 1986, it was noted that the station was built in 1912, according to Chessie System officials, but that local residents believed it to be a nineteenth-century structure. Additional research proves that the 1912 date is accurate. A study of the country railroad station in America, published in 1988, concluded that the Hampstead depot "... contains racially segregated waiting rooms" The small black population of the region makes it unlikely that these rooms were to segregate the races, especially since the rooms were similar in size and finish, and were apparently connected at one end, where they shared access to a single ticket window. The only difference between the rooms was that the one on the north end was heated, while the waiting room between the agent's office and the freight depot on the south end was not. It seems likely that the heated room was for women to wait in, while the other room, which would have seen traffic from the agent passing between his office and the freight room, would have been a men's waiting room. Additional research suggests that the two rooms were meant to segregate the sexes.

**Maryland Historical Trust
State Historic Sites Inventory Form**

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. **CARR- 1261**

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Hampstead Railroad Station

and/or common

2. Location

street & number Gill Avenue @ Railroad tracks not for publication

city, town Hampstead vicinity of congressional district

state Maryland county Carroll

3. Classification

Category	Ownership	Status	Present Use
<u> </u> district	<u> </u> public	<u> </u> occupied	<u> </u> agriculture
<u> </u> building(s)	<u> </u> private	<u> </u> unoccupied	<u> </u> commercial
<u> </u> structure	<u> </u> both	<u> </u> work in progress	<u> </u> educational
<u> </u> site	Public Acquisition	Accessible	<u> </u> entertainment
<u> </u> object	<u> </u> in process	<u> </u> yes: restricted	<u> </u> government
	<u> </u> being considered	<u> </u> yes: unrestricted	<u> </u> industrial
	<u> </u> not applicable	<u> </u> no	<u> </u> military
			<u> </u> museum
			<u> </u> park
			<u> </u> private residence
			<u> </u> religious
			<u> </u> scientific
			<u> </u> transportation
			<u> </u> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Town of Hampstead

street & number 1034 South Carroll Street telephone no.: (410) 239-7408

city, town Hampstead state and zip code Maryland 21074

5. Location of Legal Description

courthouse, registry of deeds, etc. Courthouse Annex liber

street & number 55 North Court Street folio

city, town Westminster state Maryland

6. Representation in Existing Historical Surveys

title MHT State Historic Sites Inventory Form

date June 1986 federal state county local

pository for survey records MHT

city, town Crownsville state Maryland

7. Description

Survey No. CARR-1261

Condition

☐ excellent
☐ good
☐ fair

☒ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

SEE ATTACHED

8. Significance

Survey No. CARR-1261

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1912 Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☒ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

SEE ATTACHED

9. Major Bibliographical References

Survey No. CARR-1261

SEE ATTACHED

10. Geographical Data

Acreage of nominated property .626 A.Quadrangle name HampsteadQuadrangle scale 1:24000UTM References do NOT complete UTM referencesA

Zone	Easting					Northing			

B

Zone	Easting					Northing			

C

--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--

E

--	--	--	--	--	--	--	--	--	--

F

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G

--	--	--	--	--	--	--	--	--	--

H

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Kenneth M. Short, Historic Plannerorganization Carroll County Planning & Develop date May 18, 1999street & number 225 North Center Street telephone (410) 386-2145city or town Westminster state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: ~~Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438~~

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

Survey No. CARR-1261

Description

Section 7 Page 1

The Hampstead Railroad Station is located at the southeast corner of the intersection of Gill Avenue and the CSX railroad tracks in Hampstead in Northeast Carroll County Maryland. The Station is a one story 6 bay x 2 bay frame structure with a concrete foundation and a gable roof that had slate, but is now in the process of being rebuilt. The roof has a north/south ridge. The siding has beaded-edge-in-center vertical boards below a railing that matches the chair rail in the interior, above this railing is German siding with corner boards that are fastened with wire nails. The siding is painted light grey with a maroon trim, the windows are boarded up but are 2/2 double-hung sash and all of the doors have five lying panels and have one-light transom above. The station has over hanging eaves with brackets and a beaded-edge-in-center board soffit.

On the west elevation from north to south, there is a typical window, a typical door, projecting bay with paired typical windows and with a typical window on both the north and south elevations of the bay. The bay has a gable roof with an east/west ridge and stick work barge boards. South of the bay is a typical door, a typical window and beaded-edge-in-center vertical board freight door on rollers with a large transom above that is boarded up. The south elevation has a typical freight door and transom set to the east and a small 2/2 sash and a gable end. A portion of the original stick work barge board survives in the gable end. The east elevation has from south to north a typical freight door and transom, a typical window, a typical door, typical window, typical door and typical window at the north. The north elevation has two typical windows and stick work barge board in the gable end.

The interior has a large freight room at the south end and three rooms in the north end, the original arrangement consisted of north and south waiting rooms that were connected on the east and a station agents office in the west center section where the bay is. The east wall of the office was taken down and the north and south walls of the office extended to enlarge it and separate the north and south waiting rooms. The flooring throughout is 2 1/4 inch wide and runs north/south, the chair rail has a bull nose shelf with a taurus covetto bead and ogee below. The architrave is symmetrical and has a bead in the center with an ovolo to each side and a bead on each outer corner. There are bulls-eye corner blocks. The walls have beaded edge and center vertical board half wainscot below the chair rail and horizontal beaded-edge-in-center boards above the chair rail. The ceilings also had beaded-edge-in-center boards but most of this was removed when the roof framing was replaced.

The north room is painted a medium gray overtop of a light gray overtop of varnish below the chair rail. The chair rail and architrave are painted to match. Above the chair rail the wood is painted light gray over varnish. The architrave appears to be painted a medium gray over varnish. On the south elevation set to the west is a door with one light over three lined panels. This door

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

Survey No. CARR-1261

Description

Section 7 Page 2

leads to the center room or office. It originally swung into the center room but was moved to swing out. It is hung on metal plate butt hinges that are face screwed to the architrave and there are no mortices on the jam. It has a mortice lock with a stamped metal foliate escutcheon and knob. The door is painted light gray on the rails and stiles and medium gray on the panels. Beneath the paint is varnish. The exterior doors are painted to match this door.

The center room or office is painted light green above the chair rail overtop of a flesh color which is overtop of a grass green which is overtop of a medium olive green which is on top of varnish. Below the chair rail the walls are painted a light green on top of a flesh color overtop of a dark black green. The architrave is painted a dark gray green over a flesh tone over a dark black green over varnish. The ceiling is painted white over a putty color overtop of a light olive green. This appears to have been varnished originally as well. The door on the north elevation set to the west which leads to the north waiting room has rails and stiles that are painted a dark gray green over a flesh tone over a grass green over a medium olive green over a light green on top of varnish. The panels are a light green over flesh over a dark forest green over a medium mustard brown over varnish. On the north elevation east of the door is a brick chimney that is enclosed with the same siding as the rest of the room. It has a stove pipe hole on the north side for a stove that must have stood in the north waiting room. On the west elevation was a built in desk that was open in the center for the agents legs, part of the desk survives in the northwest corner, part has been removed and carried outside. The southwest corner of this room has been rebuilt and there was apparently a door on the south elevation that led to the south waiting room. There is a cellar below this room. The east ends of the north and south walls have plywood with battens covering the joints, there is chair rail and wainscot below it at the bottom of the walls that appears to have been used when the original eastern wall was taken down. The eastern section of the south elevation has a ticket window with typical architrave, the window slides up into the wall with a slide bolt to hold it in place. The window has a two light sash, these window was probably reused and moved from its original location, likely on the east elevation.

The south waiting room is a mirror image of the north room, the whole room is painted a flesh color over a light gray green or olive green over top of what appears to be varnish. The ceiling is painted white over a light gray green or olive green. There is a cornice molding at the ceiling fastened with wire nails. The south elevation to the west has a doorway that leads to the south freight room, there are three steps up inside of the door. The flooring in this room is 2" thick butted boards that are 6" or 12" wide and run north/south, the walls are sheathed half the way up with circular sawn half lapped boards. The studs here are circular sawn and are 1 ¾ inches by 5 ½ inches. There is rough shelving built in on the north elevation to the east and there

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

Survey No. CARR-1261

Description

Section 7 Page 3

is a ladder on the north elevation to the attic area. Roof framing survives here and there is a ridge pole, the joists are lapped and nailed to the rafters and there are small dimension diagonal braces nailed from near the center of the rafters to near the center of the joists. The freight doors are hung on interior rollers.

Contributing Resources 1.

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

Survey No. CARR-1261

Significance

Section 8 Page 1

When the Hampstead Railroad Station was first inventoried in 1986, it was noted that the station was built in 1912, according to Chessie System officials, but that local residents believed it to be a nineteenth-century structure. Additional research proves that the 1912 date is accurate. A study of the country railroad station in America, published in 1988, concluded that the Hampstead depot "... contains racially segregated waiting rooms" The small black population of the region makes it unlikely that these rooms were to segregate the races, especially since the rooms were similar in size and finish, and were apparently connected at one end, where they shared access to a single ticket window. The only difference between the rooms was that the one on the north end was heated, while the waiting room between the agent's office and the freight depot on the south end was not. It seems likely that the heated room was for women to wait in, while the other room, which would have seen traffic from the agent passing between his office and the freight room, would have been a men's waiting room. Additional research suggests that the two rooms were meant to segregate the sexes.

This property was one of many owned by Charles M. Murray at his death in 1910, and held a grain elevator operated by Switzer and Bixler. Murray's son, acting as trustee, sold the property to Irvin Leister in 1910. The 1911 Sanborn map shows that there was a 2 ½ story grain elevator on the sit, with a one-story passenger depot on the north end and a one-story freight house on the south end. Switzer & Bixler continued to operate the elevator. In July, 1912, Leister sold .626 acres, the land where the elevator was, to the Western Maryland Railway Company for \$1000. Several conditions were placed on the sale, including that the land could only be used for railroad functions, that Leister would continue to have the use of the switch, and that Leister "reserves the buildings including the foundation stone on the land hereby conveyed with the privilege of removing the same within fifty days from the date of this deed"

Leister had probably already started construction of the new mill (Carr-1262). By early August a correspondent could write, "Every vestige of the old depot and freight shed has been removed and there is now nothing to hinder the Western Maryland from building a decent depot and a good freight house at Hampstead." Taking down the old building proved easier than erecting the new one. A group of Hampstead residents petitioned the Public Service Commission to force the railway to "... erect a proper station" The petitioners complained that there was "... no provision for lavatories or separate rooms for men and women , " criticizing the railway's plans as a "one-horse" depot. The hearing was held on 13 September, and on 26 September the Western Maryland submitted new plans to the Commission, remedying the problems. The Commission accepted the proposed separate waiting rooms and ordered "separate closets for men and women for sanitary purposes, at about the distance of two hundred (200) feet in the rear of the said station." Another concern had been that the freight house would interfere with traffic on Railroad Avenue, so the Commission ordered that the freight depot portion of the station be located away from the road.

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

Survey No. CARR-1261

Significance

Section 8 Page 2

The concern about the local railroad station on the part of the citizens of Hampstead is not unusual. With the coming of the railroad, the local depot became a major gateway to the town, and residents of many cities and towns, of all sizes, wanted the station to make the best possible expression about the quality of the town. The station became a source of pride for many towns, and in the case of Hampstead is considered important enough that the town has recently acquired the building and is in the process of rehabilitating it.

Geographic Organization:
Piedmont

Chronological/Developmental Periods:
Industrial/Urban Dominance A.D. 1870-1930

Historic Period Theme:
Architecture/Transportation

Resource Type:
Railroad Station

MARYLAND HISTORICAL TRUST
STATE HISTORIC SITES INVENTORY FORM

Survey No. CARR-1261

Bibliography

Section 9 Page 1

Carroll County Land Records

Sanborn Fire Insurance Maps, "Hampstead, 1911, 1924

Grant H. Roger, and Charles W. Boh: *The Country Railroad Station in America*. Sioux Falls, S.D.: The Center for Western Studies, Augustana College, 1988, p. 64

Western Demo. Adv., 9 Aug. 1912, p. 3, c1; 16 Aug. 1912, p. 5, c3; 6 Sept. 1912, p. 7, c2

Report of the Public Service Commission of Maryland for the year 1912. Balto.: Sun Book and Job Printing Office, Inc., 1913. Case no. 428, pp. 302-3

CARR - 1261 & 1262
Hampstead Mill & Railroad Station

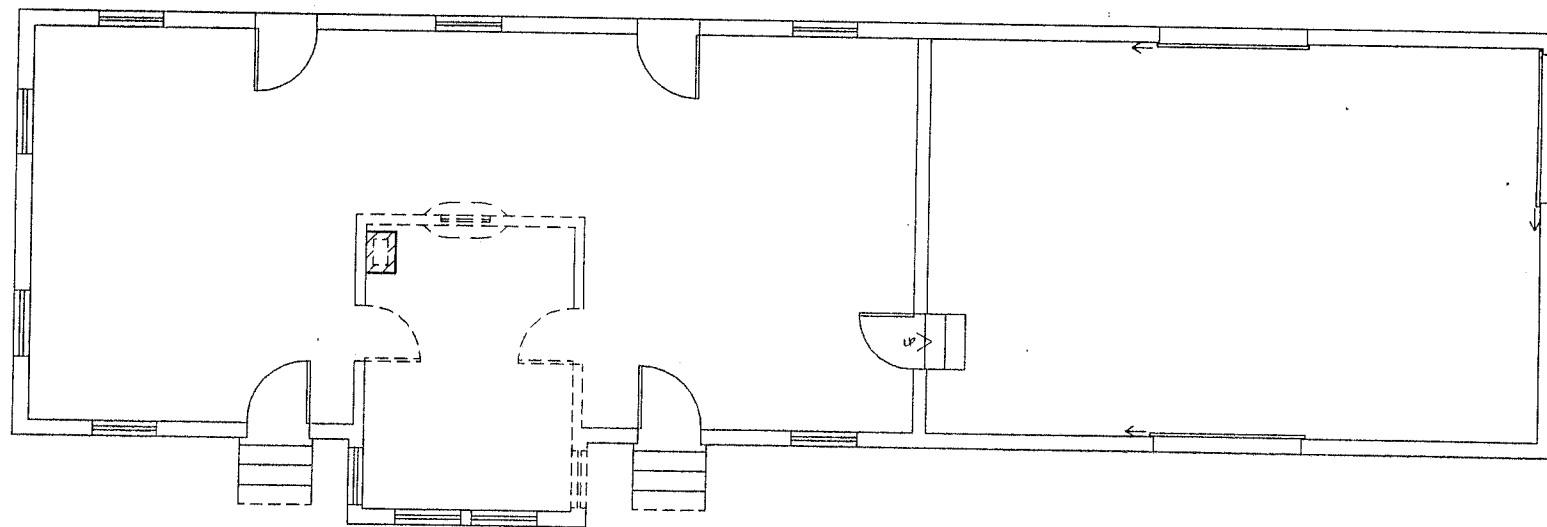
CHAIN OF TITLE

GRANTOR	HOME COUNTY	GRANTEE	HOME COUNTY	DATE	LIBER	FOLIO	TRANS- ACTION	COMMENTS
Ralph Hoffman assignee of mortgage		Josue C. Laredo & Christina I. (wf)		5 Dec. 1980	LWS/779	759	Deed fee simple	4 continuous lots 1. 2 3 .099 ac. 4. .064 ac. \$200,000.00 Equity Dockett #16800
Pride of the Valley, Inc. - Dela Corp.		North Carroll Investment Co., MD Corp.		11 Jun. 1971	CCC/489	159	Deed fee simple	4 lots
Valley Feed & Supply - NY Corp.		Pride of the Valley, Inc. - Dela. Corp.		30 Sept. 1966	CCC/419	448	Deed fee simple	4 lots
Quaker City Flour Mill, Inc. - Dela. Corp.		Belt Seed Co., Inc. - MD Corp.		13 Jul. 1964	CCC/376	682	Deed fee simple	4 lots
Western Maryland R. R.		Quaker City Mills		15 Sept. 1961	340	10		Parcel 4
Manchester Bank		Quaker City Flour Mills, Inc. - Dela. Corp.		15 Apr. 1939	LDM/170	292	Deed fee simple	2 parcels
John B. Baker, assignee of mortgage (Star Milling Co., Inc. - VA Corp.)	Carroll	Manchester Bank		9 Mar. 1939	LDM/170	224	Deed fee simple	48,267 sq. ft.
William C. Miller, Pres., J. Frank Switzer, Sec. Hampstead Milling - MD Corp.		Star Milling Cor. - VA Corp. & A. A. Roudabush, Shenandoah, VA		6 Jul. 1935	EMM/162	345	Deed, ?	a. 19,921 sq. ft. see 4 deeds below b. 28,346 sq. ft.
Irvin S. Leister & wf. Lena B.	Carroll	Malko Milling & Lighting Co. - MD Corp.		31 Mar. 1921	EOC/138	252	Deed fee simple	Murray's Division, lot 3 1+ ac. - .626 ac. sold to WMRR 16 Jul. 1912, lot 10 - 28,890 sq. ft.

CARR - 1261 & 1262
Hampstead Mill & Railroad Station

CHAIN OF TITLE

GRANTOR	HOME COUNTY	GRANTEE	HOME COUNTY	DATE	LIBER	FOLIO	TRANS- ACTION	COMMENTS
Agnes A. Murray		Malko Milling & Lighting Co.		31 Mar. 1921	EOC/138	254		
J. Frank Switzer		Malko Milling & Lighting Co.		31 Mar. 1921	EOC/138	255		
Harry Bixler		Malko Milling & Lighting Co.		1 Apr. 1921	EOC/138	256		833 sq. ft.
Madilla Brillhart		Harry Bixler		26 Apr. 1920	136	244		
Agnes Murray		J. Frank Switzer		23 Nov. 1917	131	385		
Charles W. Murray, trustee	Carroll	Irvin S. Leister	Carroll	30 Dec. 1910	ODG/116	74	Deed	lot 3 - the elevator, station, and warehouse property - 1 ac. lot 10 - 28,890 sq. ft. \$5,000.00
Agnes A. Murray		Mandilla C. Brillhart		9 Feb. 1910	114	344		
Agnes A. Murray		Harry Bixler		3 Feb. 1910	113	418		
Charles A. Murray		Agnes A. Murray		31 Dec. 1904	101	234		
William A. Murray		Agnes A. Murray		12 May 1899	89	275		
Ephraim W. Turner		William A. Murray		29 Jul. 1889	69	518		
Keziah Murray		Charles M. Murray		4 Dec. 1882	58	114		
Andrew Schaffer		Charles M. Murray		17 Dec. 1878				
William A. Murray		Agnes A. Murray		12 Jun. 1875				\$800.00
Mary Sykes		Keziah Murray		26 Jul. 1870	38	435		\$1,000.00
Joseph Ebaugh		Charles M. Murray		12 Apr. 1869	37	77		\$5,500.00
Rebecca Jane Cox		Joseph Ebaugh		6 Mar. 1854	16	154		



CARR-
1261

HAMPSTEAD RAILROAD STATION
GILL AVENUE - HAMPSTEAD

MEASURED BY KEN SHORT AND KEN HANKINS
DRAWN BY KEN SHORT

FIRST FLOOR PLAN
JULY 1995



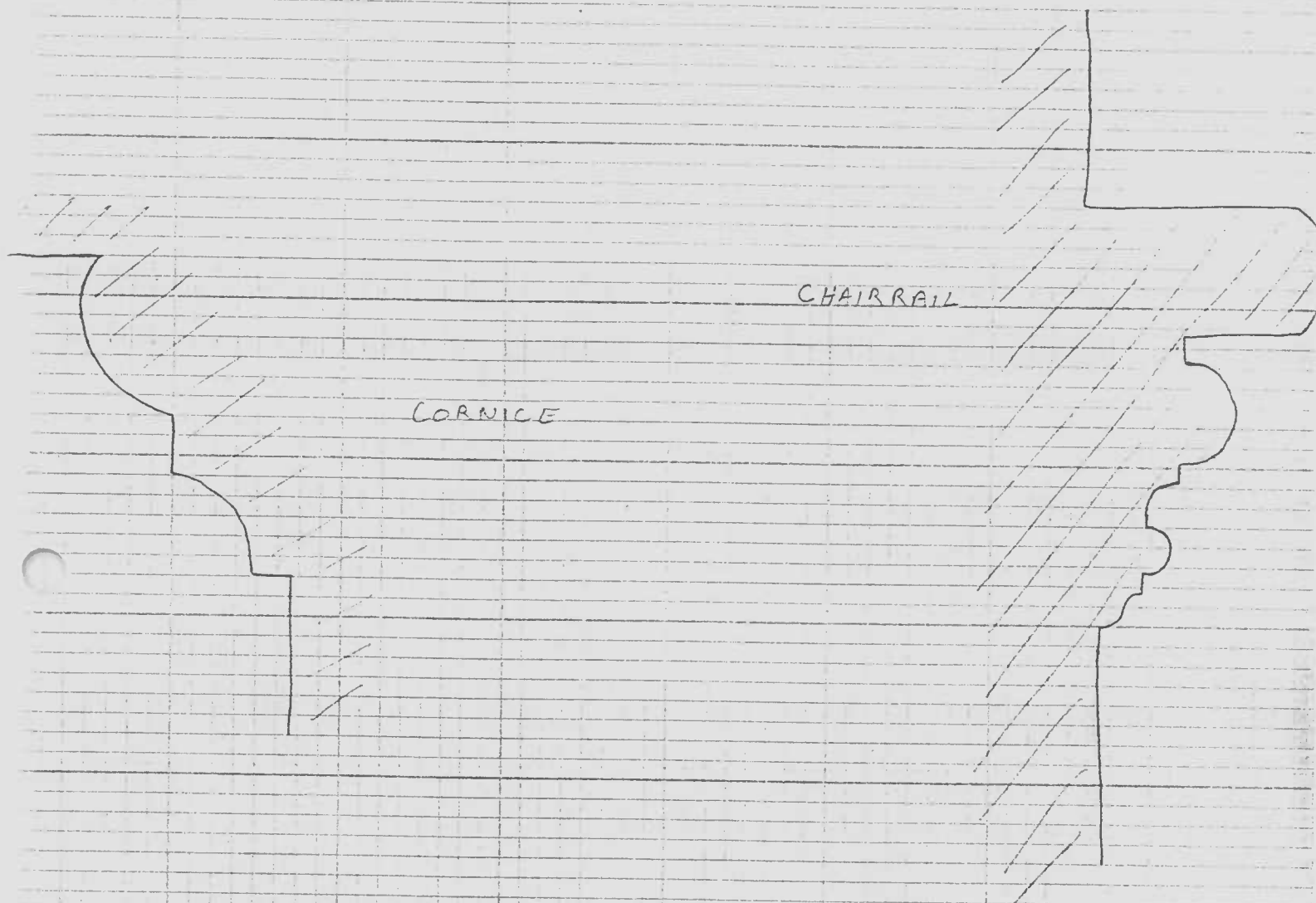
1/2

Hampstead Railroad Station

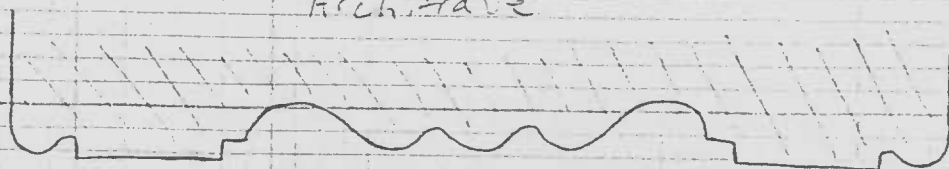
Moulding Profiles

KRS

29 Jun '03



Architrave



50' EXPOSURE

W.A. SPURRIER
ALPHA DAIRY
NO MATCH MARK - LIGHTS OUT
FUEL CURT. IN FIRE APP.

2

TURNER & MURPHY
WAT & STORM ENGINE

HAMPSTEAD FERTILIZER CO.
NO MATCH MARK - LIGHTS OUT
FUEL CURT. IN FIRE APP.

Q.H. WILLENDER
NO MATCH MARK - LIGHTS OUT
FUEL CURT. IN FIRE APP.

SHILOH RD

FLOUR MILL

SAW MILL

5

Sarborn Map, 1911

Carr 1261

Hampstead Railroad Station

Gill Avenue, Hampstead

RAILROAD AV.

SWITZER & BIVLER
GRAIN ELEVATOR
CAPCY 4000 Bu.
NO MATCH MARK - LIGHTS OUT
FUEL CURT. IN FIRE APP.

BRIGHT PUBLISHING CO.

LUMBER

Scale of Feet.

2

4

MAIN

BLACK

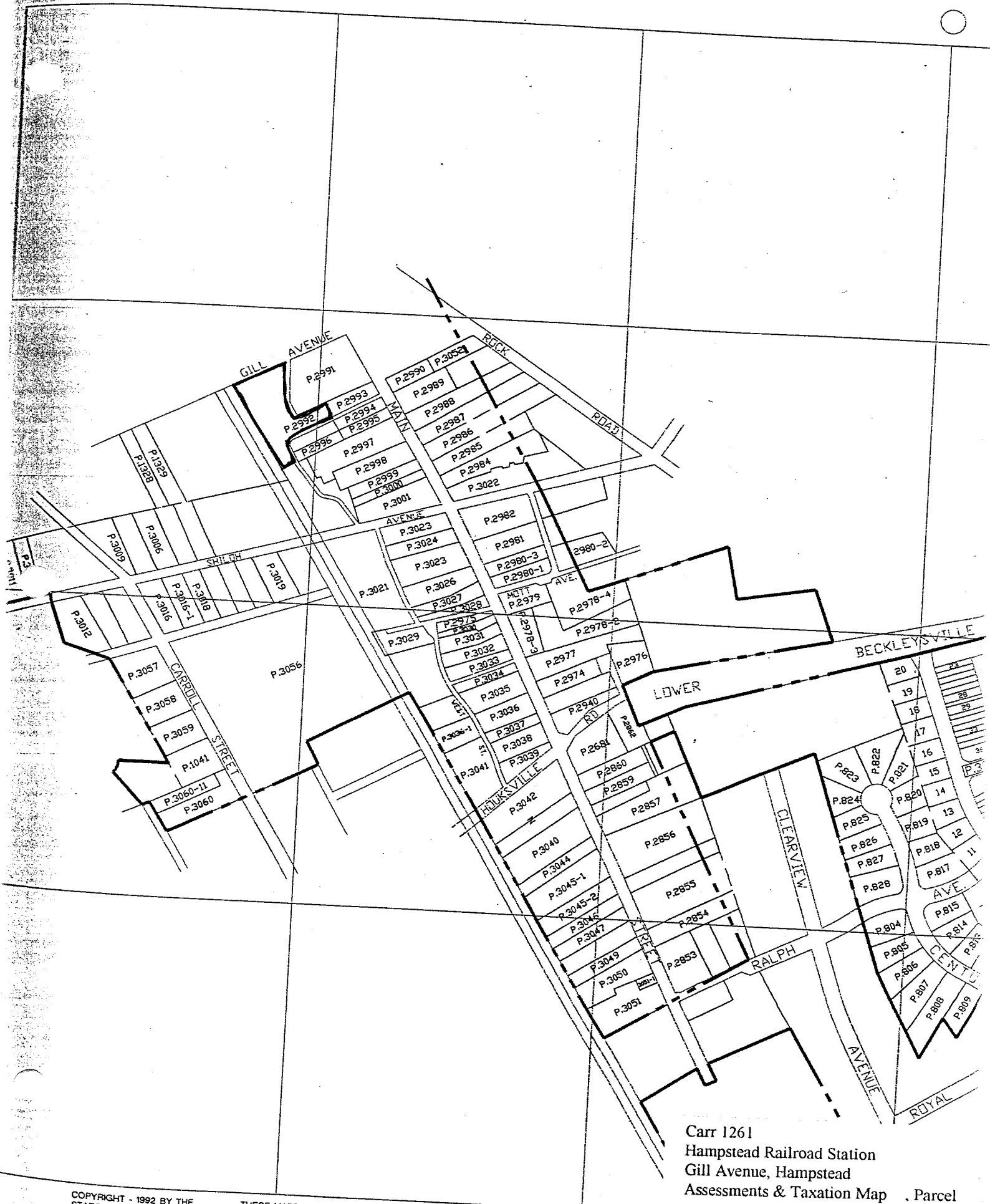
ST. JOHN'S
M.C. CHURCH
NO MATCH MARK - LIGHTS OUT
FUEL CURT. IN FIRE APP.

HAMPSTEAD
MARBLE WORKS

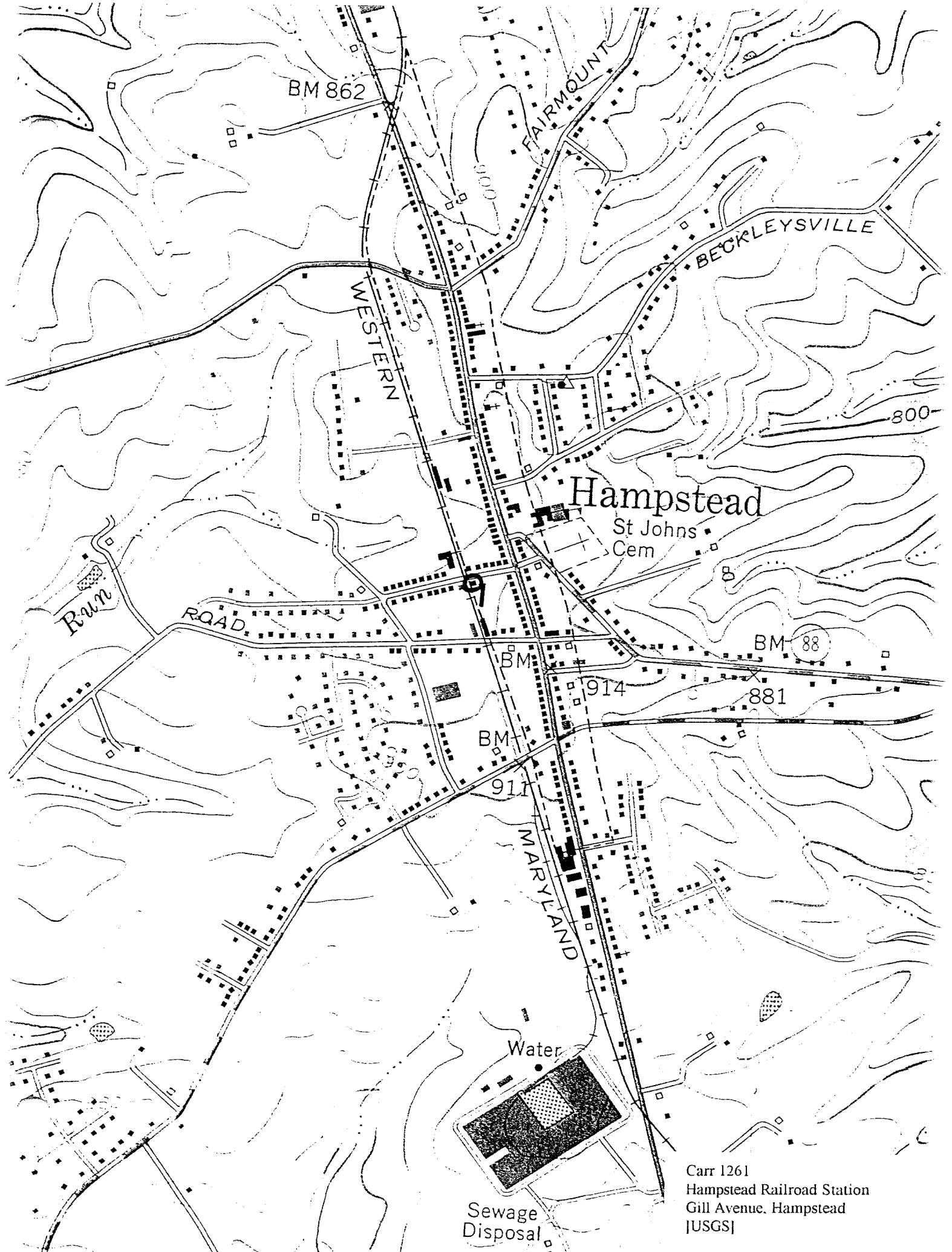
Map 1261
29 JUL 1955
Library of Congress



Jul. 1924, 2.



Carr 1261
 Hampstead Railroad Station
 Gill Avenue, Hampstead
 Assessments & Taxation Map , Parcel



Carr 1261
Hampstead Railroad Station
Gill Avenue, Hampstead
[USGS]



CARR-1261

HAMPSTEAD RAILROAD STATION

GILL AVENUE

HAMPSTEAD, CARROLL COUNTY, MARYLAND

PHOTO: KENNETH M. SHORT

MPS4NO.23 X218 21** N N N-9-322

DATE: JAN. '98

NEG. LOC: MARYLAND HISTORICAL TRUST

SOUTH & EAST ELEVATIONS

10F4



CARR-1261

HAMPSTEAD RAILROAD STATION

GILL AVENUE

HAMPSTEAD, CARROLL COUNTY, MARYLAND

PHOTO: KENNETH M. SHORT

MPS4NO.22 X218 21** N N N-B-322

DATE: JAN. '98

NEG LOC: MARYLAND HISTORICAL TRUST

NORTH $\frac{1}{4}$ WEST ELEVATIONS

2 OF 4



CARR-1261

HAMPSTEAD RAILROAD STATION

GILL AVENUE

HAMPSTEAD, CARROLL COUNTY, MARYLAND

PHOTO: KENNETH M. SHORT

MP54NO.21 X21B 21** N N N-9 162

DATE: JAN '98

NEG. LOC. MARYLAND HISTORICAL TRUST

NORTH CENTER ROOM - VW WEST

3 OF 4



CARR-1261

HAMPSTEND RAILROAD STATION
GILL AVENUE
HAMPSTEND, CARROLL COUNTY, MARYLAND
PHOTO: KENNETH M. SHORT

MPS NO. 28 X218 21** N N N-8-1842

DATE JAN. '98

NEG. LOC. MARYLAND HISTORICAL TRUST
NORTH ROOM - V W NORTH

4 OF 4

CARR - 1261

HAMPSTEAD RAILROAD STATION

1912

Hampstead

private

The Hampstead Railroad Station is representative of the rural "Stick-Style" railroad stations popular in the late 19th century. Its one-story height, hipped roof with wide eaves, and wood ornamentation reflect the Victorian period during which the railroad arrived in Hampstead. According to Chessie System officials, the station was built in 1912, but local residents feel that it dates to the late 19th century. As the center for commercial development in Hampstead, it has served as the symbol for progress within the community.

Maryland Historical Trust

State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic Hampstead Railroad Station

and/or common

2. Location

street & number Gill Avenue at Railroad Tracks not for publication

city, town Hampstead vicinity of congressional district Sixth

state Maryland county Carroll

3. Classification

Category	Ownership	Status	Present Use	
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<u> </u> structure	<u> </u> both	<u> </u> work in progress	<u> </u> educational	<u> </u> private residence
<u> </u> site	Public Acquisition	Accessible	<u> </u> entertainment	<u> </u> religious
<u> </u> object	<u> </u> in process	<u> </u> yes: restricted	<u> </u> government	<u> </u> scientific
	<u> </u> being considered	<u> </u> yes: unrestricted	<u> </u> industrial	<u>X</u> transportation
	<u>X</u> not applicable	<u>X</u> no	<u> </u> military	<u> </u> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Chessie System Railroads

street & number 100 North Charles Street telephone no.: 237-2000

city, town Baltimore state and zip code MD

5. Location of Legal Description

courthouse, registry of deeds, etc. Carroll County Courthouse Annex liber

street & number 55 North Court Street folio

city, town Westminster state MD

6. Representation in Existing Historical Surveys

title None

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. CARR-1261

Condition

☐ excellent
☐ good
☒ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☒ unaltered
☐ altered

Check one

☒ original site
☐ moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Hampstead Railroad Station is a one story structure, rectangular in shape, five bays long by two bays wide. This building was built on a concrete foundation. The two main entrances are on either side of the off centered gable that's facing the railroad tracks. The gable decorated with "Kings post" trusses. This section of the building extends out from the frame which suggests that it was used as a pick-up drop-off point, especially considering that it almost completely open from the front. Both side gabled roofs, with over hanging eaves and brace supports, were also adorned with "Kings post" trusses and a big light hand before the side facing the street. Both sides of this building have two windows are are decorated with diagonal, flat stickwork. The details on this building, especially the elaborated gable roof, suggest that it is a Victorian "Stick," popular between 1860 and 1890.

8. Significance

Survey No. CARR-1261

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input checked="" type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates

Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

According to Chessie System officials, this station was built in 1912 (Carroll County Times, 4/4/86), although local residents believe that it is a 19th century station (which might be true).

The building is of a rural Victorian railroad station design, fairly plain and simple but with "Stick-style" ornamentation in the gables. As the center of late 19th century commercial development in Hampstead, it has served as the symbol of progress within the community.

9. Major Bibliographical References

Survey No. CARR-1261

Land Records of Carroll County, Maryland
"Hampstead Moves to Preserve 'Symbol'" Carroll County Times. April
4, 1986

10. Geographical Data

Acreage of nominated property _____

Quadrangle name Hampstead

Quadrangle scale _____

UTM References do NOT complete UTM references

A

--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

B

--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

C

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D

--	--	--	--	--	--	--	--	--	--

E

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F

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G

--	--	--	--	--	--	--	--	--	--

H

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title David DanteWestern Maryland College Internshiporganization Carroll County Dept. of Planning & Development date June 1986street & number 225 N. Center Streettelephone 848-4500city or town Westminsterstate MD

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
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(301) 269-2438

HAMPSTEAD, MD. QUADRANGLE

7.5 minute series

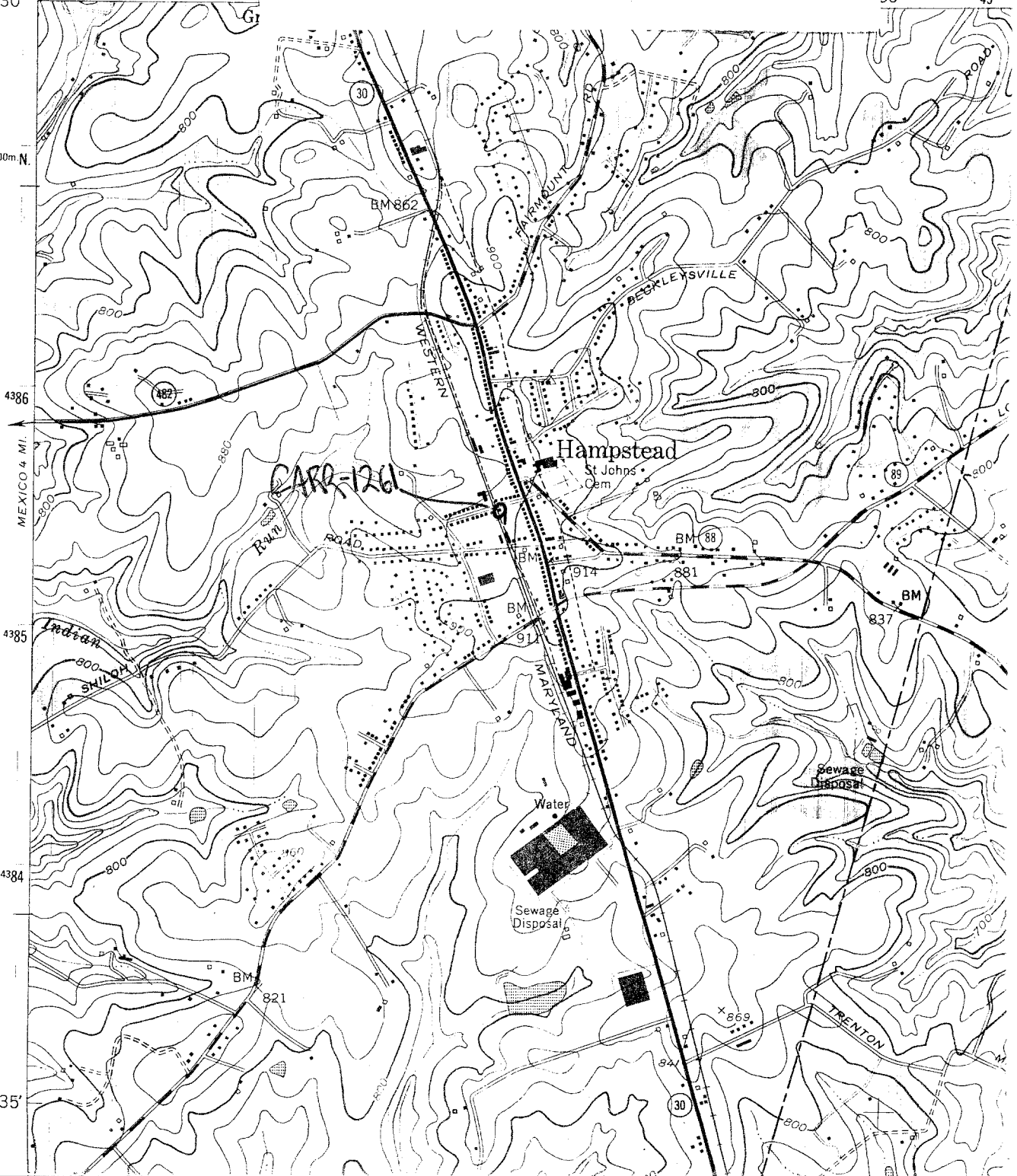
5663 III NW
(MANCHESTER)

UNITED
DEPARTMENT OF
GEOLOGICAL SURVEY

HANOVER
MANCHESTER

76°52'30"
39°37'30"

4387000m N



50' 343

4386

MEXICO 4 MI

4385

4384

35'